

Amendments to the Specification

Under the Title, Above Paragraph [0001], Replace the Section Heading as follows:

PRIOR-ART BACKGROUND OF THE INVENTION

Replace Paragraph [0001] with the following Amended Paragraph:

[0001] The invention relates to a device to compress combustion air, in particular an electrically operated charge-air compressor ~~with the features of the pre-characterizing clause of Claim 1.~~

In Between Paragraphs [0009] and [00010], Add the Section Heading as follows:

SUMMARY OF THE INVENTION

Replace Paragraph [00011] with the following Amended Paragraph:

~~{00011}~~ The objective on which the invention is based is attained via a device to compress combustion air ~~with the features of Claim 1. Advantageous developments and embodiments are yielded from the features listed in the sub-claims.~~

In Between Paragraphs [00011] and [00012], Delete the Section Heading as follows:

ADVANTAGES OF THE INVENTION

Replace Paragraph [00012] with the following Amended Paragraph:

[00012] The electrically driven charge-air compressor in accordance with the invention ~~having the features of Claim 1~~ avoids the disadvantages occurring in the prior art and makes it possible to operate an electric turbo-compressor in the charge-air feed of an internal combustion engine in series with an exhaust-gas turbocharger for example, whereby the auxiliary compressor in accordance with the invention is air cooled in active as well as passive operation. Air cooling is made possible in an advantageous manner while avoiding an increased flow resistance of the electric auxiliary compressor.

Replace Paragraph [00014] with the following Amended Paragraph:

[00014] Advantageous developments and exemplary embodiments of the invention are made possible ~~by the features contained in the sub-claims.~~

Replace Paragraph [00024] with the following Amended Paragraph:

[00024] The ~~claimed device~~invention to compress combustion air makes possible an electrically driven auxiliary compressor for the charge air of a motor vehicle, which makes efficient cooling possible, in particular cooling via the inducted charge air, without producing increased air resistance. Due to the fact that the air cooling is possible both in the active as well as passive operation of the electric charge-air compressor and it takes place advantageously through the same flow channel, the thermal stress can be kept low for such an electrical auxiliary compressor that is operated at high speed.

In Between Paragraphs [00025] and [00026], Replace the Section Heading as follows:

~~DRAWINGS~~ BRIEF DESCRIPTION OF THE DRAWINGS

In Between Paragraphs [00030] and [00031], Replace the Section Heading as follows:

~~DESCRIPTION OF THE EXEMPLARY EMBODIMENTS~~ DETAILED DESCRIPTION

Replace Paragraph [00042] with the following Amended Paragraph:

[00042] Figures 2 and 3 show a compressor 11 that has only been slightly modified with respect to the driving motor. When the compressor 10 or 11 is in active operation, the electric motor 18 drives the compressor impeller 30 in the compression space 28 via the drive shaft 46. In the exemplary embodiment in **Figures 2 and 23**, the housing 16 of the compressor 11 is embodied as a single piece. Even though this has manufacturing-related disadvantages, it provides for optimal cooling of both the motor 18 as well as the electronic components 54 via the air of the flow channel 42.

Replace Paragraph [00044] with the following Amended Paragraph:

[00044] Blades 64, which are in mechanical working connection with the control hood 60, are arranged in the radial diffuser 40. When the compressor **10 or 11** is in an active state, the swirl of the compressed air flowing radially from the compressor impeller 30 into the radial diffuser 40 drives the control hood 60 in the direction of rotation of the compressor impeller by means of the blades 64 in the diffuser. The control hood 60 is positioned in the housing 14 in such a way that it rotates around a defined angle via the air swirl and in doing so closes the bypass channel 62 due to the twisting of the windows 66 or other corresponding closing elements 68. In this case, the inducted compression air reaches from the inlet connection piece 26 directly into the compression space 28, in that it is accelerated via the compressor impeller 30 and thereby compressed. The air is transmitted via the flow channel 42 in the direction of the outlet channel 43. In this connection, in the case of the compressor 10 or 11 in accordance with the invention, both sides of the bypass channel 62, i.e. both the beginning of the bypass channel 62 facing the inlet channel 24 as well as the end of the bypass channel 62 facing the radial diffuser 40, are closed via the closing elements 68 or by twisting the windows 66 in the control hood 60. It is possible in this way to avoid the formation of whirling that could form, e.g. at the opening of the bypass channel to the radial diffuser. Such formation of whirling represents a high flow resistance and would have a disadvantageous effect on the favorable and therefore low-loss flow that is striven for.